

PRICE DROP WILL TRAP FOOD MEN

Manipulators Are Over-supplied and Cutthroat Competition Is Due.

DECREASE EXPECTED TO BEGIN THIS WEEK

Farmers Are Accused by Market Men of Extortionate Methods.

The price of foodstuffs, which averages from five to seven per cent more than before the general price boosting programme of the railroad strike crisis, is due to tumble this week, and the manipulators who calculated on extravagant profits in case of a railroad tie-up, will stand the loss.

The New York market is being glutted with shipments of poultry and other perishables, which dealers believed would command fancy prices if the railroad men quit. Now the surplus must be disposed of with the possibility of lively competition in the selling. Trainloads of poultry bought when a railroad strike seemed certain were unloaded yesterday, and more are coming to-day, and tomorrow, according to John J. Dillon, Commissioner of the State Department of Food and Markets, who says dealers have wrought their own undoing.

Vegetable Prices Soar.

Although nearly all railroads have lifted their embargoes on perishable foods, vegetable prices continued to soar yesterday. Commissioner Joseph Hartigan, secretary of the Mayor's Emergency Food Committee, after an investigation asserted the farmers are the offenders. It is said he has obtained evidence of price boosting against them, which he will place before District Attorney Swann and District Attorney Henry Lewis, of Kings County. Commissioner Hartigan expects commission merchants, who say they were forced by the farmers to pay higher prices, to testify before grand juries, if necessary. The Commissioner sent a letter to Police Commissioner McQuinn recommending that unless prices dropped soon the city use the plan developed by the police for bringing food into New York in case of emergency to break up the price boosting combination. At the Wallabout, Harlem and Gansevoort markets, famine prices prevailed and the farmer was blamed on all sides. At the Gansevoort market the growers put the price of potatoes up to \$5.50 a bushel. A week ago potatoes sold for \$3 to \$3.50 a barrel. Carrots, which sold Friday for \$3 a barrel, went to \$4 yesterday. Cabbages were increased from \$4 a hundred to \$7. Onions, such as flour, sugar and rice, of which there are almost unlimited quantities within easy access of Manhattan, also went up in price.

Housewives Are Warned.

"There is no excuse for these advances," said Commissioner Hartigan, "and business men who are making them are acting dishonestly. Any housewife who accuses the emergency committee should notify my office at once." While large dealers and chain stores have not raised their prices on dry groceries, Mr. Hartigan's investigators found the following increases at small stores: A week ago, 3½ pounds of flour, from 18 to 20 cents; butter, from 35 to 40 cents a pound; coffee, from 22 to 25 cents a pound; pepper, from 35 to 35 cents a pound. Mr. Swann, who is keeping a close watch on the food price situation, has sent a letter to members of the Live Poultry Men's Association asking them to appear in his office Tuesday and explain to the grand jury why the price of kosher chickens was raised from 23 to 35 cents a pound from Tuesday to Friday.

STRIKE FRAME-UP LAID TO WILSON

"Railway Age Gazette" Sees Attempt for Political Capital.

"President Wilson has deliberately juggled with the railway situation," says "The Railway Age Gazette" in its current issue, "so that he might make political capital out of it. Through an understanding with Samuel Gompers the heads of the four brotherhoods were instructed to reject all offers of mediation, so the affair might be brought to the White House for settlement." The magazine begins its article, under the caption, "Was It a Political Frame-Up?" by asking several questions concerning the President's motives in the strike crisis.

"Why did he propose and insist that, without any public investigation of the questions involved, the railways should grant increases in wages amounting to many millions of dollars to men who are already the highest paid workmen in America?"

"Why has the President so strongly favored the railway men, placing the burden on the outstanding public without giving that public any chance, directly or indirectly, to be heard?"

It then reviews the situation leading up to the strike, and bases its accusation of Mr. Wilson on a statement made by W. S. Stone, grand chief of the Brotherhood of Locomotive Engineers, on April 9. This statement, said the magazine, was absolutely certain of winning, but they were going to do "a certain thing which only the presidents of the four brotherhoods knew about," and that this "would be the deciding factor in the fight." The article points out that after the United States Board of Mediation had failed the Chamber of Commerce of the United States then requested President Wilson to order an investigation into the matter.

Before the conference in Washington, "The Railway Age Gazette" says it received a letter from one in which the situation there, in which he said, "Gompers has assured the President that an opportunity will be given him to make capital out of the difficulty." The letter also said "the proposition which he will submit will in all probability be accepted by the labor leaders, thus putting the onus of rejection of his action on the railway officers." "The Railway Age Gazette" also points out that the President admitted that he had decided to uphold the eight-hour day even before he had heard the railway officers' side of the question. It believes that his present action in the matter is "the deciding

TERMINAL AND BELT LINES INCLUDED IN SWEEP OF ADAMSON 8-HOUR LAW

Washington, Sept. 2.—The eight-hour bill as passed by both houses of Congress is entitled "An Act to Establish an Eight-hour Day for Employees of Carriers Engaged in Interstate and Foreign Commerce, and for Other Purposes." It follows:

Section 1.—That beginning January 1, 1917, eight hours shall, in contracts for labor and service, be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employees who are now or may hereafter be employed by any common carrier by railroad except railroads independently owned and operated not exceeding 100 miles in length, electric street railroads and electric interurban railroads, which is subject to the provisions of the act of February 4, 1887, entitled "An Act to Regulate Commerce," as amended, and who are now or may hereafter be actually engaged in any capacity in the operations of trains used for the transportation of persons or property on railroads, except railroads independently owned and operated, not exceeding 100 miles in length; electric street railroads and electric interurban railroads, from any state or territory of the United States or the District of Columbia to any other state or territory of the United States, or from one place in a territory to another place in same territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, provided, that the above exceptions shall not apply to railroads, though less than 100 miles in length, whose principal business is leasing or furnishing terminal or transfer facilities to other railroads, or are themselves engaged in transfers of freight between railroads or between railroads and industrial plants.

Sec. 2.—That the President shall appoint a commission of three, which shall observe the operation and effects of the institution of the eight-hour standard work day as above defined and the facts and conditions affecting the relations between such common carriers and employees during a period of not less than six months nor more than nine months, in the discretion of the commission, and within thirty days thereafter such commission shall report its findings to the President and Congress; that each member of the commission created under the provisions of this act shall receive such compensation as may be fixed by the President.

That the sum of \$25,000, or so much thereof as may be necessary, be, and hereby is, appropriated, out of any money in the United States Treasury not otherwise appropriated, for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, travelling expenses of members and employees, and rent, furniture, office fixtures and supplies, books, salaries and other necessary expenses, the same to be approved by the chairman of said commission and audited by the proper accounting officers of the Treasury.

Sec. 3.—That pending the report of the commission herein provided for and for a period of thirty days thereafter the compensation of railway employees subject to this act for a standard eight-hour work day shall not be reduced below the present standard day's wage, and for all necessary time in excess of eight hours such employees shall be paid at a rate not less than the pro rata rate for such standard eight-hour work day.

Sec. 4.—That any person violating any provision of this act shall be guilty of a misdemeanor and upon conviction shall be fined not less than \$100 and not more than \$1,000 or imprisoned not to exceed one year, or both.

Labor Day Crowds Leave City Confident of Railroad Peace

This Year's Holiday Exodus Normal, Say Heads of Lines, Who Are Prepared for Any Emergency—Several Lift Freight Embargoes.

Confidence inspired by reports from Washington that the threatened railroad strike had been averted kept the annual pre-Labor Day exodus of New Yorkers to the seashore and country up to normal yesterday. Crowds thronged the big terminals throughout the day.

All the advertised excursion trains were operated according to schedule, and officials of the various roads said they anticipated "no development necessitating an abandonment of or decrease in passenger service." Nevertheless, at all of the terminals tickets were sold "subject to restricted train service and indefinite delay."

Some railroads gave evidence of confidence by lifting the freight embargoes established several days ago. The Erie announced that it was handling perishable freight, although there had been no cancellation of the recent restrictions. Officials of other roads said there would be no change in their embargo orders until the brotherhoods had definitely decided against a strike.

Roads Continue to Prepare.

Despite the feeling that the strike was averted, there was no abandonment of preparation by the railroads. Recruiting of strike breakers went on

factor in the fight," which Stone knew of on April 9 and to which he referred in his statement then. "The President has acted through-out," the article concludes, "like a man who had entered into a previous understanding that he would do certain things, and who was anxious to deliver the goods as promptly and in as good condition as possible."

ARREST ENDS YEAR'S SEARCH FOR GUNMAN

Police Run Down Suspect in the McManus Shooting Affray.

Frank Reilly, of Richmond Terrace, West New Brighton, Staten Island, was arrested yesterday, charged with shooting Daniel Tynan at the McManus's ball, in the Manhattan Casino, on the night of September 24, 1915. It was the shooting of Tynan, who was hit in the leg and the groin, which brought Patrolman George Dapping to the scene and to his death. He was shot as he ran into the hall. Thomas Bambrick, who was arrested for the shooting, was charged with the shooting of Tynan, who was hit in the leg and the groin, which brought Patrolman George Dapping to the scene and to his death. He was shot as he ran into the hall. Thomas Bambrick, who was arrested for the shooting, was charged with the shooting of Tynan, who was hit in the leg and the groin, which brought Patrolman George Dapping to the scene and to his death. He was shot as he ran into the hall.

CONGRESS TO QUIT THURSDAY

Such Is Confident Expectation of Senators of Both Parties.

Washington, Sept. 2.—Senate Republicans and Democrats are figuring on an adjournment of Congress on Thursday, September 7. "We shall adjourn Thursday," said Senator Simmons. "I do not think anything can delay the session beyond that time. The Senate has made up its mind not to take up Senator Owen's corrupt practices bill." Senator Smoot, Republican, also said Congress would adjourn on Thursday.

PUBLIC MUST PAY FOR 8-HOUR LAW

Railroad Heads Say Increased Cost Will Be Added to Freight Rates.

BANKRUPTCY FEARED FOR MANY CARRIERS

Boost in Cost of Living Is Also Predicted as Result of Higher Wages.

That the passage by Congress of the bill providing an eight-hour day for railroad trainmen will result in receiverships for many of the roads and that it will necessitate increased prices for commodities and propel the already high cost of living to new altitudes was asserted yesterday by railroad officials.

"The eight-hour day would cost the railroads of the country approximately \$50,000,000 a year," said Ira A. Place, vice-president of the New York Central. "Whatever is added to wages must be added to the rates charged by the railroads. Shippers will not pay increased freight charges without collecting the extra amount, directly or indirectly, from the ultimate consumer. So in the end, the public will pay for the eight-hour day."

"It might seem that the railroads of the country collectively would be able to withstand the strain of an extra \$50,000,000 added to operating expense," said A. J. Stone, vice-president of the Erie Railroad, "but it must be remembered that some of the roads are running close to the deadline as it is, and would be forced into receiverships if called upon to withstand an extra expense. Those railroads which are earning a fair return for their stockholders will have to pay the \$50,000,000 out of earnings, and the stockholders will go home unless rates are increased by the roads. Any increase in railroad charges would come out of the consumer's pocket."

"As it has come to pass that railways in the United States cannot receive more for their services than the expense of performing such services and a reasonable return on the value of their property, it follows that any extra expense must come from the traveling and shipping public," said L. F. Loree, president of the Delaware and Hudson Railroad, testifying recently before the Senate Committee on Interstate Commerce.

"This makes it apparent that the present proposition is in fact one to increase the cost of living of the great multitude of Americans who have incomes lower than those received by railway trainmen in order to increase these higher incomes. If increases in wages should be granted and there should be no adjustment of freight rates, or an inadequate adjustment, the loss would fall upon investors; that is, upon the frugal and the saving."

GOMPERS BACKS MEXICO POLICY

Federation Head Declares Selfish Interests Seek to Exploit Labor.

Washington, Sept. 2.—Samuel Gompers, president of the American Federation of Labor, made public to-night a statement on "Labor's Achievements and Issues" for 1916. The statement, in part, follows:

"Labor Day, 1916, brings to the workers of America the right to cheer and confidence in the trade union movement. Taking the labor movement as a whole there has been greater progress in securing the eight-hour day or the shorter workday than in any other similar period of time.

"The workers of short hours and better wages become very different citizens from those who are so exhausted by the daily grind that they have neither time nor the energy for thought nor aspiration.

"The record of the legislative achievements of the labor movement since 1906, when the non-partisan political party was inaugurated, is one of splendid victories. The two most important acts of the labor movement are the Clayton anti-trust law. The greatest thing in both of these acts is the advancement of human freedom.

Crucial Political Campaign.

"As Labor Day, 1916, comes in one of the most critical political campaigns since the Civil War period, it is well to call attention to the big issue of the campaign, which has a national as well as an international relation.

"The question that concerns the workers is how to hold their present advantages and how to secure from political parties still greater opportunities for freedom. The thing which is fundamental in Section 6 of the Clayton act is the question of the labor of a human being is not a commodity or article of commerce."

"The representatives of the American Federation of Labor went to the political parties and asked them to declare themselves upon this principle. The answers that the political parties gave are in their platforms where all may read.

TUG SUNK AT PIER; 2 FIREMEN DROWNED

Vessel Just Out of Drydock—Owner to Investigate.

While lying at her berth at the foot of Sedgwick Street, Brooklyn, the ocean going tug Marie Olsen, only a few days out of drydock, where she had been overhauled, sank early yesterday morning. Most of the crew were ashore and a grocery boy gave the alarm.

When the tug was raised at 1 o'clock it was found that two of her crew had gone to the bottom with her. These were firemen, who had been sleeping. They were Charles Wenk, of 3 Beach Place, and Nels Nelson, who lived aboard the craft.

Coroner Senior will investigate. So far no cause has been found for the sinking of the tug.

The Battle of the Marne

September, 1914.—The grim, gray German wave still sweeping on. Northern France overrun and Paris abandoned. And then—the Marne.

Frank H. Simonds, who has covered the ground itself and talked with the French officers engaged, gives to America to-day the first comprehensive story of what happened on that historic September fifth. It is an article that combines the lights and shadows of brilliant descriptive writing with highly developed tactical insight. You will find it as informative as it is inspiring.

Make sure to-day that you do not overlook this most important and interesting story.

The Sunday Tribune

First to Last—The Truth—News—Editorials—Advertisements—Member of the Audit Bureau of Circulations

CAR STRIKE NOW PUT UP TO HEDLEY

Union Leader Says He Must Change Course or Face Tie-Up.

NO ARBITRATION. LABOR MAN INSISTS

Line's Officials Away—Men Discuss Resolution They Passed.

"It is up to Hedley. He is the man who is deciding whether there will be a strike in New York. If he wishes he can tie up every car in New York by following the course he has mapped out."

This was the answer of William B. Fitzgerald, general organizer of the Amalgamated Association of Street Railway Employees, yesterday to all who asked concerning the prospect of a strike on the Interborough, which would involve the subway, "L" and surface lines. Previously committees from the several unions had voted him full power to issue a strike order on the Interborough lines and those of the New York Railways Company. The co-operation of the Third Avenue men had also been assured him.

"I am doing my best to block a strike," he said. "I don't want to see one, and we will do everything honorable to prevent the people of New York being put to the inconvenience, but there is a limit beyond which men cannot go. The men on the 'L' and the subway will not wait forever for action. They want it now. And unless Hedley yields on this contract thing, just as he was forced to yield on the matter of men refused work in violation of the company's agreement when the green car strike was settled, we cannot hold them in."

Road Must Keep Faith.

"The Interborough—and in this matter Hedley seems to be the Interborough—has to keep faith with the men and with the public, and if a demonstration is necessary Hedley will be able to force one all right."

Mr. Hedley, however, was not to be found in his offices yesterday. Neither was his chief, Theodore P. Shonts, nor James L. Quackenbush, general attorney for the company, who with Mr. Hedley has been handling labor matters. All according to clock on duty, were away over the holiday and are not expected to return before Tuesday morning, when Fitzgerald will present the men's ultimatum.

If the company refuses to withdraw the objectionable contracts, some of the labor men say, Fitzgerald and his associates will have difficulty in preventing an immediate strike. They point to the early morning meeting of Interborough employees yesterday as an indication of the feeling aroused.

At this meeting, called at 2 o'clock, the strike resolution, adopted by a gathering held earlier in the night by the day workers, was ratified, but not before Fitzgerald and his aids had used their utmost efforts to prevent an order effective immediately being substituted.

Some Look for Intervention.

Intervention by Mayor Mitchell and Oscar S. Straus, of the Public Service Commission, is looked for by some men close to the union leaders, but they say the question of the contract cannot be arbitrated.

"You cannot arbitrate a question of right and wrong," declared one yesterday. "Either the contracts go or the men do."

Griffing, of the Brotherhood of Locomotive Engineers, who has been engaged in recruiting for his organization among "L" and subway motormen in Harlem, departed last night for the East. He said yesterday his work had been successful, but gave no figures.

The union car men's contribution to the Labor Day celebration will consist of big ribbon badges worn by the men on duty. It will be the first time they have participated in the day's celebration in New York.

After listening to a suffragist orator held at a Ninety-sixth Street and Broadway last night, Terry Casey, eighteen years old, a newsboy, suggested to the speaker that she had better go home, mind her baby and get her husband in support.

The crowd laughed and followed his lead in annoying the speaker until Patrolman Vachuda arrested him for disorderly conduct and locked him up in the West One Hundredth Street police station.

NAVY'S WORST ROLLER BACK

Submarine G-4 Tried Out New Gyroscopic Stabilizer.

The submarine G-4, known as "the worst roller in the navy," returned yesterday to the yard at Brooklyn after her two-day trial trip in the Atlantic for testing the new gyroscopic stabilizer. Nothing could be learned regarding the success of the experiment. Lieutenant Paul Foster would not discuss it.

After being dry-docked, the G-4 will have her hull and compartments inspected to see whether the force of the gyroscopic working against her tendency to roll has raked her construction in any way. Whether other undersea boats will be equipped with the stabilizer will depend on the success of the G-4.

SAVE 3 FROM UPSET CANOE

Lifeguards Make Rescue Off Coney Island Pier.

Despite the heavy sea, David Starr, Jacob Stein and David Yuan, three young men who have a bungalow at 2903 West Thirty-first Street, Coney Island, started out from Norton's Point yesterday afternoon in their canoe. About a half mile off the old Dreamland pier the craft upset.

Fishermen on the pier notified lifeguards, who started to the rescue. When they reached the canoe, Starr and Stein were clinging to it, but Yuan's hold had been broken by the waves. He had swallow much water and had to be pumped out when brought ashore.

Dunwoody Players Qualify.

Three sixteens qualified for the September Cup at the Dunwoody course yesterday.

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Many are identical to those employed by the foremost couturiers of Paris in fashioning the latest imported models to be exhibited at the various Fashion Displays during the month of September.

The following fashionable new Autumn Silks are offered in choice color assortments, also White or Black.

Brilliant Dress Satins . . . yd. 1.25 to 3.50	Satin Charmeuse . . . yd. 2.00 to 4.00
Chiffon Taffetas . . . yd. 1.50 to 3.00	Georgette Crepe . . . yd. 1.50 to 3.00
Crepe de Chine . . . yd. 1.50 to 3.00	Chiffon Crepe . . . yd. 95c to 1.50
Chiffon Voile . . . yd. 1.25 to 2.00	

Also New Plaid Silks as well as Novelty Stripes and Fancy Taffetas in a wonderful array of beautiful color effects. yd. 1.50 to 4.50

WOOL DRESS GOODS

Complete lines of best qualities in newest Fall weaves and colors at moderate prices.

3,000 yards of Satin Finish Broadcloth in a wide range of desirable colors, also Black; sponged and shrunk. 52 inches wide. yd. 2.25

2,000 yards of All Wool New Scotch Mixtures suitable for Fall suits. 54 inches wide. yd. 1.45

Fine Tailor Serge in Navy Blue or Black; Fall weight; 54 inches wide. yd. 1.55

Imported Black Broadcloth,—brilliant finish; sponged and shrunk. 52 inches wide. yd. 1.75

Wash Dress Goods

10,000 Yards

Novelty Printed Dress Voile in the newest art designs and colorings; also Black and Blue Dress Percale. yd. 12½c

NEW FALL CORSETS

Attention is directed to the Corset Section on the Third Floor, where a comprehensive assortment of new models is being shown, featuring all the most desirable materials in models that conform to the silhouette of the present mode.

Mme. Irene Corsets in various materials. 5.00 to 20.00

La Vida Corsets of Coutil or Broche. 3.00 to 10.00

Gossard Corsets.—"They Lace in Front"—for women and misses. 2.00 to 12.50

Standard brands, including C. B. American Lady, Nemo, Bien Jolie Treco and R. & G. Corsets and Corset Waists for growing girls, misses or women. 1.00 to 5.00

Brassieres in a varied assortment of styles and materials, including Bandeaux, Open Back and Open Front Models, in Flesh or White. 50c to 7.50

WOMEN'S FALL SUITS

An unusually attractive collection of Fall Suits in choice models developed in Broadcloth, Velour, Gabardine, Poiré Twill or Goleflex. The newest Autumn colors are represented.

24.75, 29.75, 39.50, 45.00 and upwards

WOMEN'S FALL DRESSES & GOWNS

Afternoon Dresses and Evening Gowns in most effective models, featuring all the new colors and materials.—Chiffon Velvet, Meteor, Broadcloth and Satin Charmeuse. Prices range from 24.75 to 225.00

Afternoon and Street Dresses in smart Fall Models in Wool Jersey, Serge, Crepe de Chine or Satin. Special 19.75

WOMEN'S AUTUMN COATS & WRAPS

A large variety of desirable Coats and Wraps for street, travel or evening wear, in the newest fabrics, at moderate prices.

Jersey Cloth Coats, trimmed with border of fur on bottom and collar; several colors. 25.00

Street Coats of Wool Velour,—attractive model, full cut; lined with silk. 29.50

English Cut Coats, made of Mixtures,—smart models; half lined. 19.50, 25.00 and 29.50

MISSSES' SUITS, COATS & DRESSES

Distinctive Fall Models

Misses' Suits made of Broadcloth, Plain or Check Velour, Gabardine or Poplin; very smart models. Size 14 to 18 years. 29.50 and 39.50

Misses' Afternoon Dresses,—an excellent assortment of chic models made of Meteor, Charmeuse or Taffeta; newest Fall shades. Size 14 to 18 years. 24.50 and 32.50

Misses' Serge Dresses,—practical models, embodying all the new Fall style features. Made of good quality Navy Blue Serge. Size 14 to 18 years. 18.50 and 26.50

Misses' Coats,—large variety of models, made of Wool Velour, Tweed Mixtures, Serge, Gabardine or Wool Plush. Size 14 to 18 years. 18.50 and 26.50